

For Sale.

MacEwen, Fricke & Co.
HAVE RECEIVED FOR SALE,
Ex French Mail Steamer.

Finest ISIGNY BUTTER.
NOELLY PLANT'S VERMOUTH.

Ex S. S. "Glenoc."

WELEY & SON'S
BRECH-LOADING GUNS—
CENTRAL FIRE.

Ex S. S. "Ulysses."

Fine New Season's CUMSHAW TEA, in
5 and 10 oz. Boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

Ex "Highlander."

At WHOLESALE PRICES.
200 kgs. Fine American FURNISHING
NAILS, Nos. 3 to 12.

25 American SPIKES, 4 inches to
7 inches.

50 barrels Prime American Meats PORK,
60 Philadelphia Extra BEEF.

200 Fine Strained ROSIN.

300 City PITCH.

100 barrels Dried APPLES.

500 cases FLORIDA WATER.

50 barrels American TAR.

15 Lamp BLACK.

50 cases American CLOCKS.

COTTON DUCK, Canned BEEF, MUTTON,

OYSTERS, LOBSTERS, CORN,

Tomatoes, Corned-BEEF, Condensed

MILK, Tomato CATSUP, HAM SPIKES,

OAKUM, ASH-OARS; MALE ASH,

and White Pine PLANKS.

Ex "Abbie Carter."
Florence COOKING STOVES,
STEAMERS and BRAILERS.

CORN BROOMS.

India Rubber KNEE BOOTS.

AGATE WARE in every variety of Kit-
chen Utensils.

Charter Oak COOKING STOVES.

Spartan COOKING STOVES.

BOURBON WHISKY.

Ex Steamers via Suez Canal.

Douglas OFFICE CHAIRS.

Meats GARDNER & Co.'s PERFORATED
VENEER.

HIGH REVOLVING OFFICE CHAIRS.

ROCKING FOLDING CHAIRS.

DINING-ROOM CHAIRS.

LADIES' ROCKING CHAIRS.

The above we can highly recommend for
office and domestic use, being admirably
adapted to this climate.

Ex "Glenifer."

CROUSE & BLACKWELL'S AND OTHER
HOUSEHOLD STORES.

TESSONNAUD'S DESSERT FRUITS.

SAVOURY PATE.

GAME PATE.

POKE PATE.

OX PALATES.

HUNG (Hambo) BEEF.

HUNLEY & PALMER'S BISCUITS.

FRUITS for Ice.

SHERBET.

COCAINA.

VAN HOUTEN'S COCOA.

EPIC'S COCOA.

ROBISON'S GROATS.

GELATINE.

Russia OX-TONGUES.

French PLUMS.

PATE DE FOIE GRAS.

SARDINES.

ANCHOVIES.

Breakfast BACON.

ASPARAGUS.

MACCARONI.

VERMICELLI.

SAUSAGES.

MEATS.

SOUPS, &c., &c.

COPYING PRESSES.

EX AMERICAN MAIL.

Eastern and Californian CHEESE.

Boneless CODFISH.

Russian HAMS and BACON.

Eagle Brand Condensed MILK.

PEACH, and APPLE BUTTER.

Pickled OX-TONGUES.

Family PIG-PORK in cans and pieces.

Paragon MACKEREL in 6 lb cans.

Beau Ideal SALMON in 6 lb cans.

Cutting's Dessert FRUITS in 2 lb cans.

Assorted refined VEGETABLES.

Potted SAUSAGE and Sausage

MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCemeAT.

COME HONEY in Original Frames.

Richardson & Robbin's Celebrated Poited

MEATS.

Richardson & Robbin's Curried OYSTERS.

Lunch TONGUE.

Assorted American SYRUPS, for Sun-

mer Drinks.

McCarthy's Sugar LEMONADE.

Olam CHOWDER.

Codfish BALLS.

Green TURTLE in 2 lb cans.

CALIFORNIA

RACKER

COMPANY'S BISCUITS in 5 lb

tins, and loose.

Alphabetical BIS-

CUTS.

Fancy Sweet Mixed

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

EYE MEAL.

SPECIALLY SELECTED

OIGAR'S.

WINE, SPIRITS, BEER AND

ABRATED WATERS.

SHIPCHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly

executed.

Hongkong, September 24, 1881.

Ex French Mail Steamer.

For Sale.

Mails.



Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely

printed matter.

THE Mail Summary is compiled from

the Daily China Mail, is published

twice a month on the morning of the

English Mail's departure, and is a re-

cord of each fortnight's current history

of events in China and Japan, contribu-

ted in original reports and collated

from the journals published at the various

ports in those Countries.

It contains Shipping news from Shanghai,

Hongkong, Canton, &c., and a complete

Commercial Summary.

Subscription, 50 cents per Copy (postage

paid 52 cents), \$12 per annum (postage

paid \$12.00).

Orders should be sent to Geo. Murray

Bain, China Mail Office, 2, Wyndham

Street, not later than noon of the day the

English Mail Steamer leaves.

Terms of Advertising, same as in Daily

China Mail.

NOW READY.

PRICE, \$1.00.

"COMPARATIVE CHINESE FAMILY LAW,"

By E. H. PARKER.

Can be obtained from KELLY & WALSH

at Shanghai and Hongkong, at LANE,

CRAWFORD & CO., Hongkong, and at the

China Mail Office.

Hongkong, December 6, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE,

ADEN, SUZI ISMAILA, PORT

SAID, SYRIAN PORTS, NAPLES,

MARSHAL, PORTS OF BRAZIL,

AND LA PLATA;

ALSO, PONDICHERRY, MADRAS, CALCUTTA

AND ALL INDIAN PORTS.

ON THURSDAY, the 6th of October, 1881, at Noon, the Company's S. S. *PETHO*, Commandant PASQUALE, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until 5th October.

Cargo will be received on board until 4 p.m., Spices and Parcels until 3 p.m. on the 6th October, 1881. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent,

Hongkong, September 23, 1

at the result of isolated action on the part of Germany, but the outcome of the joint negotiations in which the Treaty Powers had been engaged at Peking was that, with a view to a revision of the existing Conventions, in this connection the Representative of the Government referred, in the same speech, to the ratification of the agreement between Great Britain and China which was signed at Choo-foo on Sept. 13, 1870, and to the value of six thousand dollars, which, in discussing with Her Excellency the details of the present Supplementary Convention, when both Ministers were in Europe during the year 1872.

VICTORIA RECREATION CLUB—ACQUATIC SPORTS.

THIS DAY, FRIDAY, SEPT. 30.

The first day of the Annual Aquatic Sports held under the auspices of the Victoria Recreation Club has this year been an unqualified success. The weather was cool and pleasant; there was a large gathering of spectators; the display of merit brought out in the various competitions was really creditable; and a remarkably pleasant two hours to all present was the result.

unable to add to his multitudinous laurels of past victories, by carrying off the first prize in the short race (2 lengths), the leader from the start, and the running leader in the second spring-board. He went in (as scratch) in the handicap race, and came in first. He will, at the close of the two days' competition, have the right to say which three of all the prizes he may have gained by that time, in this year's Sports, he prefers to put at the present moment, as the others are unplaced. H. W. Sampson made a good show, taking two first prizes for objects and long race, and coming third in the hurdles. He, as well, goes fairly to secure an opportunity, in the time for awarding the prizes, of choosing the three he likes best. This way of meeting the rule which provides that "no competitor will be allowed to take more than three during the two days (first and ends)" adds an element of uncertainty to the award of the awards which render the Club as a whole none the less attractive to the competitors, or the spectators, draws out the best men to more of the tests than they would be likely to take if they were tied down to taking the first three prizes they won; and judging made on the point should be with general approval. The unplaced were Mr. Tripp, Mr. Hynes, and Dr. Day; while Mr. Beard acted as Starter, duties of every office being carried out efficiently. We append a note of the positions, in their order, in the usual

order for objects. Six entries.—Jones, W. Wilson, A. P. Stokes, A. Wilson, H. W. Sampson, A. L. Leigh, result was as follows—

Sampson..... 1 (7 objects)
P. C. Stokes..... 2 (6 objects)
D. Wilson..... 3 (5 objects)
Leigh..... 4 (3 objects)
Jones..... 5 (2 objects)
Beard..... 6 (2 objects)

The Chairman said.—Gentlemen, the Report has been before you for some time, I think there is no necessity for me to read it to you. I will only remark with reference to it that it exhibits the position of the Society as being a very satisfactory one. The amount of premium collected in 1880 was rather over £1,000, being the largest collected in one year since the Society was founded. This, I think, satisfactorily proves that the Society continues to have the confidence of insurers at all its branches and agencies. That losses have been heavy and undoubtful, but I look upon 1880 quite an exceptional year in this respect, and I may mention, to the credit of the officers of the Society and its numerous agents, that all risks on which losses were made, were good ones, and some of them exceptionally good. During the current year the Society has been more fortunate in regard to losses, and I can only hope we may go on to the as well as we have done hitherto, in which case contributions and shareholders may look for better results than that of 1880. I now propose that the report and accounts as presented be passed by this meeting.

Mr. Reimers seconded the adoption of the report, which was passed unanimously.

Mr. Remedios proposed, and Mr. Reimers seconded, that the retiring auditors should be re-elected, and the meeting adjourned.

made a splendid finish and came in about half a length ahead of the competitor who had 15 yards start of him; Sampson made a good third. Grindle's time, 4 min. 19 sec.

Grindle..... 1
Sampson..... 2
Jones..... 3

The events for to-morrow are—

1—4 p.m., Swim under water.

2—4 p.m., Short race (2 lengths), handicap.

3—4 p.m., Plunge.

4—5 p.m., Long race (8 lengths) handicap.

5—5 p.m., Running header from mid-spring board.

6—5 p.m., "Callypomians" (fancy dress).

7—7 p.m., Consolation race, (2 lengths), handicap.

She called out thief, and defendant was stopped by one of the Harbour Office boatmen. She was sure defendant was the man. Her son was there.

Mok Awan said he was twelve years of age. On the day in question, he was a little behind his mother on the Praya when he saw defendant pass him and snatched his mother's hair pin. Witness called out "robbery," and defendant ran. "He was stopped by a boatman."

Mok Awan said he was a boatman in the Harbour Department. On the 29th he was on the Praya, when he heard a cry of "robbery."

He saw defendant running towards him with the last witness after him. Witness stopped the last defendant; no hair pin was found on him.

Prisoner denied the theft, but was sentenced to twenty-one days' imprisonment with hard labour.

P.C. 195 said he was well acquainted with defendant and his confederates. Defendant was convicted of being a rogue and vagabond on the 26th May under exactly similar circumstances, only instead of a ring ginseng was the article made use of.

Defendant was sentenced to six months' imprisonment with hard labour.

CHINA.
WOOCHOW.

(Herald, Sept. 22.)

It is reported that the case of Pankoturus Hodgeson will be taken, upon appeal, to Her Majesty's Privy Council.

On dit that the Fokien Winter Race Meeting will be held on the 15th, 16th and 17th of December, and that training will commence on the 10th proximo.

The new Governor is expected to return from Formosa shortly owing to the anticipated departure of H. E. the Viceroy

against the plaintiff on the ground that the action was barred by the Statute of Limitations, and an appeal was taken to the District Court of California. The case has now been compromised by the payment of £16,000, the plaintiff waiving the remainder of the principal and the interest.

Although the Receiver of the estate believed he had a good case, "the law's delay" would in this instance have extended over several years, and it was in the interest of the beneficiaries to pay a reasonable amount to have the claim withdrawn.

Several of the heirs are advanced in years, so that the tying up of the estate not only prejudiced them, but also would prevent the Receiver from availing of the high price obtainable at present on sales of real estate.

We understand, the whole estate

has been reduced to the rates from Shanghai to Tsin-kuo from £1.8 to £1.60 per ton for bed goods.

We learn upon good authority that upon the representation of the Imperial Censor of Peking, orders have emanated from the Imperial Throne directing H. E. the Viceroy to institute strict enquiries into certain alleged misconduct conducted by several of the High Officials at this port. Amongst those enumerated are the names of Ya Taotai, Meng Taotai, Wang the Salt Commissioner, and Ch' an an expectant Taotai; together with five other officials whose names we have been unable to ascertain. It appears that the accusations against these officers have been made by the literati and gentry of this port, to the Imperial Censor who memorialized the throne to that effect. We do not know whether the "Launch" question has anything to do with the enquiries to be instituted, although, on dit, such is the fact.

The remunerative homeward rate of freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

freight, which have been secured during the past three months by the owners of the "conference steamers," but which every one will admit have not been for their benefit exclusively, have at length had to

give way to outside opposition, and a fall of 20 per cent through the home-loading ports of China has to be chronicled.

The remunerative homeward rate of

Intimations.

THE CHINA REVIEW.

The widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The CHINA REVIEW, or Notes and Queries on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with Lithographs, photographs, woodcuts, &c., should the papers published in connection with us have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrollment in which we are now ready to receive.

Visitors' Column.

We have instituted as an experiment a *Visitors' Column*, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrollment in which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens. City Hall, Library (8,000 volumes) and Museum, —Free. Public Gardens, a beautifully picturesque retreat and of great interest. The Clock Tower, Queen's Road Central, in a line with Peader's Wharf. General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw. Lusitano Club and Library, Shelley St. Government Offices, the Secretariat, &c., near the Public Gardens. St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Rd.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

B. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c., —Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars. —MAG- EWE, FRIESEL & CO.

Chair and Boat Hire.

LEGALIZED TARIFF OF FEES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, ... 10 cts. | Hour, ... 20 cts. Three hours, ... 50 cts. | Six hours, ... 70 cts. Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

Return (direct or by Pek-fok-tum).

Four Coolies, ... \$1.50

Three Coolies, ... 1.20

Two Coolies, ... 1.00

Return (direct or by Pek-fok-tum).

Four Coolies, ... \$1.00

Three Coolies, ... 85

Two Coolies, ... 70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie.

(12 hours); Gap, ... \$0.60 each Coolie.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.